
2021 LONG ISLAND COMPLETE STREETS SUMMIT

NASSAU COUNTY DEPARTMENT OF PUBLIC WORKS



Sean E. Sallie, AICP
Deputy Commissioner, Nassau County Department of Public Works

March 26, 2021

ROAD PROJECTS – ENGINEERING PHASE

COMPREHENSIVE ASSESSMENT OF COMPLETE STREETS OPPORTUNITIES



Table of Contents

Chapter 1	Introduction, Summary and Recommended Alternative.....	1-1
1.1	Introduction and Summary.....	1-1
1.2	Recommended Alternative.....	1-3
1.3	Existing Conditions Inventory & Base Map Generation.....	1-4
Chapter 2	Existing Conditions.....	2-1
2.1	Existing General Conditions and Deficiencies.....	2-1
2.2	Existing Pavement Condition Summary.....	2-4
2.3	Existing Street Tree Condition Evaluation.....	2-8
2.4	Existing Drainage System Evaluation.....	2-8
2.5	Existing Traffic Sign Inventory.....	2-9
2.6	Existing Curb, Sidewalk and Access Ramp Analysis.....	2-9
2.7	Pedestrian Movement – Crosswalk Inventory and Analysis.....	2-13
2.8	Existing Bus Stop Evaluation.....	2-14
2.9	Existing Traffic Signal Evaluation for Accessible Pedestrian Signals (APS).....	2-14
2.10	Miscellaneous Features, Characteristics and Conditions.....	2-18
2.11	Existing Non-Standard and Non-Conforming Features.....	2-18
2.12	Existing Utility Investigation.....	2-19
Chapter 3	Design Standards and Improvement Alternatives.....	3-1
3.1	Design Standards, Critical Design Elements and Controlling Parameters.....	3-1
3.2	Repair and Improvement Alternatives.....	3-2
3.3	Recommended Best Practices and Innovations.....	3-8
3.4	Pavement Marking Plan Recommendations / Modifications.....	3-8
3.5	Maintenance and Protection of Traffic Plan.....	3-8
3.6	Studies, Tests, Technical Surveys Required for Final Design.....	3-9
3.7	Project Coordination with Other Adjacent Projects.....	3-9
3.8	Complete Streets.....	3-9
3.9	Storm Water Pollution Prevention Plan (SWPPP).....	3-10
3.10	Minimization of Impacts during Construction.....	3-10
3.11	Recommended Preventative Maintenance Treatments.....	3-10
Chapter 4	Preliminary Construction Cost Estimate.....	4-1
4.1	Alternative 1: PCC Repairs Only.....	4-1
4.2	Alternative 2: Diamond Grinding & PCC Repairs.....	4-2
4.3	Alternative 3: 1.5" Asphalt Overlay.....	4-3
4.4	Alternative 4: 3" Asphalt Overlay.....	4-5
Chapter 5	Preliminary Design Schedule.....	5-1

3.6 Studies, Tests, Technical Surveys Required for Final Design

- i. Pavement cores will be obtained to verify pavement thickness. A pavement core location plan showing recommended coring locations has been submitted to NCDPW. The pavement core information will confirm elements of the design such as mill & overlay thickness, as well as binder & base course thicknesses for areas of full depth pavement restoration.
- ii. As previously stated, a traffic engineering investigation at the intersection of Wantagh Avenue at Old Jerusalem Avenue is to be provided. The investigation will develop potential capacity improvements that could be included in the project design to reduce travel time and delay at the intersection and discourage the use of local streets by traffic bypassing the intersection. Improvements to the intersection will be added to the design of the project at such time as the traffic study element can be completed and improvements identified.
- iii. A School Walkability review will be conducted for Jonas A. Salk Middle School and McArthur High School. This effort will not commence until authorized by NCDPW

3.7 Project Coordination with Other Adjacent Projects

At the current time, we are not aware of any other projects proposed within the vicinity of the project site.

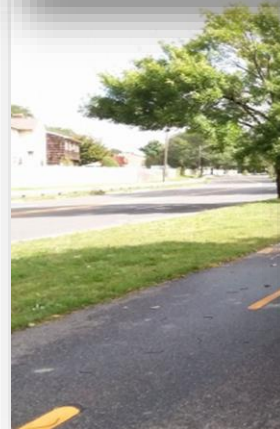
3.8 Complete Streets

The Complete Streets Program has been progressing that provides safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments. The following Complete Streets elements are included in this project:

- i. The visibility of crosswalks will be improved with new pavement markings, which will contrast well on the newly paved surface.
- ii. Sidewalks will be repaired and sidewalk gaps eliminated.
- iii. Resurfaced shoulder will provide enhanced riding surface for bicyclists.

ROAD PROJECTS – ENGINEERING PHASE

COMPREHENSIVE ASSESSMENT OF COMPLETE STREETS OPPORTUNITIES



3.8 Complete Streets

The Complete Streets Program has been progressing that provides safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments. The following Complete Streets elements are included in this project:

- i. The visibility of crosswalks will be improved with new pavement markings, which will contrast well on the newly paved surface.
- ii. Sidewalks will be repaired and sidewalk gaps eliminated.
- iii. Resurfaced shoulder will provide enhanced riding surface for bicyclists.

Final Design

ment thickness. A pavement core location plan
en submitted to NCDPW. The pavement core
ch as mill & overlay thickness, as well as binder
pavement restoration.

gitation at the intersection of Wantagh Avenue at
e investigation will develop potential capacity
et design to reduce travel time and delay at the
streets by traffic bypassing the intersection.
to the design of the project at such time as the
vements identified.

onas A. Salk Middle School and McArthur High
ized by NCDPW

jects

jects proposed within the vicinity of the project

nt provides safe, comfortable, and convenient
er walking, driving, bicycling, or taking public
s people and place in the planning, design,
rtation networks. This helps to ensure streets
eds of different modes, and support local land
he following Complete Streets elements are

d new pavement markings, which will contrast

nated.

g surface for bicyclists.

ONGOING NCDPW COMPLETE STREETS / MOBILITY PROJECTS

- **Downtown Hicksville Complete Streets Traffic Study:** Study Completed [& road diet implemented] Summer 2020
- **Dutch Broadway Safety Improvements, Elmont:** Road Diet completed w/o Elmont Road
- **Austin Boulevard Complete Streets, Barnum Island:** Under Construction
- **Nassau County Shared Mobility Study:** Legislative Approval – March 2021, Study to begin April-May 2021
- **Grand Avenue Complete Streets, Baldwin:** Construction Contract Approval – April 2021
- **Park/Beech Street, Atlantic Beach Complete Streets:** Construction Bidding – April 2021
- **Long Beach Road Complete Streets Demonstration, Island Park:** Construction Contract Approval – April 2021
- **Nassau County Bike Share Program:** Contract expected for Legislative consideration – April/May 2021
- **Purchase of 6 Battery Electric Buses (BEB) and charging infrastructure at NICE Mitchel Field Depot:** Procurement ongoing
- **Middle Neck Road @ Barstow Bump-outs, Great Neck Plaza:** Construction out to bid, Construction late 2021
- **Motor Parkway Multi-Use Trail, Bethpage Section East Meadow Section:** Design to begin late 2021
- **Lido Boulevard Multi Use Trail Study, Lido Beach:** Study anticipated to begin late 2021



THANK YOU!

Sean Sallie, AICP
Deputy Commissioner, NCDPW
(516)-571-9342
ssallie@nassaucountyny.gov